

CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

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COUNTRY

East Germany

DATE DISTR 22 March 1954

SUBJECT

Miscellaneous Railroad Information

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5

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PLACE  
ACQUIREDDATE OF  
INFO.NO. OF ENCLS  
(LISTED BELOW)SUPPLEMENT TO  
REPORT NO.

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1. On 1 November 1953, the following daily shop coal consumption quota went into effect:

RBD	Coal Allocations (in Tons)
Berlin	400
Greifswald	80
Schwerin	80
Magdeburg	190
Halle	450
Erfurt	270
Dresden	450
Cottbus	80
Total	2000

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2. the following railroad coal stocks were available on the days mentioned:

Date in November	Hard Coal (in tons)	Locomotive Coal Brown Coal Briquettes (in tons)	Shop Coal (in briquette units)
9	96,100	16,200	35,200
11	98,800	15,200	35,000
13	102,900	14,100	34,800
15	104,200	13,400	35,600
17	112,100	12,600	36,400
19	119,100	12,300	36,600
21	124,700	11,800	36,700

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3. allocations of wooden ties in 1954

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The total amount of wooden ties was 130,000 cubic meters, of these, 110,600 cubic meters will be used for ties on tracks, 17,400 cubic meters on switch units and 2,000 cubic meters for bridge beams. An amount of 110,600 cubic meters corresponds to 1,106,000 units of ties. A total of 720,000 ties will be used for the reconditioning of 450 km of tracks, while 328,000 ties will be used for the replacement of ties on 205 km of trackage. This indicates that 58,000 ties will remain available for new construction projects. This amount of ties is adequate for about 36 km of trackage.

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4. Materials arriving from the USSR via Frankfurt/Oder between 23 October and 2 November included:

23 October, wheel sets, 12.40 mm diameter, 114 units;  
 15.70 mm diameter, 112 units;  
 18.10 mm diameter, 19 units;

tubings, 37,400 kg.

26 October, rails of type R-50, 376 sections, 240.4 tons;

27 October, rails, 396 sections, 241 tons;

343 sections, 223.5 tons;

28 October, rails, 60.5 tons;

40.5 tons;

1 November, rails, 315 sections, 199.8 tons;

2 November, rails, 383 sections, 40.9 tons;

94 sections, 60.6 tons;

Total

1,107.1 tons

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The rails mentioned were dispatched to Guben, except for the 94 sections on 2 November, which were consigned to Koespenick. 5

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5. [REDACTED]

a. The boundary between RBDs Erfurt and Dresden on the Gera-Goesstitz railroad line will be shifted from railroad km marker 1.750 to km marker 4.700 effective 1 January 1954. 6

b. Effective 1 January 1954, the Magdeburg-Buckau railroad repair shop will become a depot of the Dessau railroad repair shop. The Magdeburg-Buckau installation will lose the character of an independent agency. 7

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6. According to a count made on 21 November 1953, freight cars available in East Germany included 105,959 operational cars and 18,088 non-operational cars. Of the non-operational cars, 11,372 units were damaged; 5,769 were reserved for special purposes, including 1,062 units kept at the disposal of the Soviets, and 947 reserve cars. 8

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1. [REDACTED] Comment. As compared with the last reported daily coal consumption quota fixed for railroad repair shops in October 1953, there was an increase by 220 tons in coal allocations. This increase is due to seasonal reasons. [REDACTED]

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2. [REDACTED] Comment. Since 124,700 tons of hard coal represent 187,050 tons of brown coal briquettes, coal stocks available on 21 November amounted to 198,850 tons of brown coal briquettes. According to the daily coal consumption quota of 22,900 tons of briquette units fixed for locomotives in November, coal stocks available on 21 November represented 8.7 days' requirements as against 7.1 days' requirements on 10 November. [REDACTED] The coal situation, although slightly improving, was still critical. Coal stocks available represented somewhat more than one third of normal winter stocks.

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3. [REDACTED] Comment. The allocations of ties planned to be made in 1954 would be adequate only for maintenance work but would not be sufficient for the reconstruction of dismantled tracks.

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4. [REDACTED] Comment. [REDACTED] approximately 4,000 wheel tires had arrived from the USSR in Frankfurt/Oder. [REDACTED] In 1953, the East German railroad administration was short of 20,528 wheel tires.

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5. [ ] Comment. This tabulation is incomplete because [ ] a total of 7,000 tons of rails had been delivered by early November. [ ] Figures on sections of rails and their weight indicate that standard sections which have a length of 12 to 15 meters were delivered, except on 2 November, when sections 2 or 3 meters long were apparently supplied.

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6. [ ] Comment. Boundaries between railroad districts have recently been modified for operational reasons. [ ]

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7. [ ] Comment. This item of information indicates that the allegedly planned transfer of the Dessau railroad repair shop to the East German aircraft industry has apparently been cancelled.

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8. [ ] Comment. On 24 September, the last reported day of stock taking, a total of 103,970 operational freight cars and 32,058 non-operational freight cars was available. [ ] The fluctuations in the counts of freight cars are due to the fact that rolling stock operating outside East Germany on the day of count are not recorded.

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